ADVISORY COUNCIL MEETING JULY 7, 2003

- **Meeting Minutes**
- **Presentation Handout**
 - **List of Attendees**

PROJECT

PEORIA TO MACOMB STUDY - FAP 315 (IL 336)

Section: Various

Peoria, Fulton, McDonough Counties

Catalog No. 032258-00P

PROJECT NUMBERS

IDOT Job No. P94-025-00 URS Job No. 25364560

DATE

July 7, 2003

SUBJECT

Summary of Meeting with Advisory Council

Robert Andrews, URS Project Engineer, gave Power Point Presentation and update of the project.

A copy of the presentation is attached to this document. Also attached is the attendance list for the meeting.

After the presentation, the attendees discussed the corridors and issues related to corridor selection. The following is a summary of the issues and points raised in the discussions:

- 1. Comment It looks like the corridor adjustments were logical.
- 2. Comment Bill Kuhn stated that there are 26 townships in Fulton County and 70% of the population lives between two north / south lines drawn through Farmington and Lewiston. Bill asked how proposed traffic patterns are being determined.
 - Response 11,000 origin and destination interviews were done and being reviewed. IDOT has done traffic counts during that time. This information just is not ready at this time.
- 3. Question Bill Kuhn asked how the ROW would work, will alignments go straight through farmland or along existing routes. Bill said there is a strong desire by agriculture people to use existing ROW.
 - Response New alignments, as well as alignments along existing routes will be analyzed later after the preferred corridor is selected. At present, no alignments have been developed, but ranges in the estimates are large enough to cover new and existing alignments.
- 4. Question Jim Yocum asked if the only choice was whether Canton was bypassed to the south or west.
 - Response How to bypass Canton is an issue, but corridors segments can be adjusted or recombined and there is still the issue of selecting a freeway or expressway.
- 5. Canton area comments:
 - a. The closer in to Canton that the future alignments will be the better it will serve the people.
 - b. The issue when it comes to the public meeting will be whether or nor existing ROW will be used for the future alignments.
 - c. County roads such as 22, 21 and 5 could be used around Canton.
 - d. A lot of the subsurface mines in the area are very shallow.

e. Dave Byerly, Economic Development Director – originally the northwest side of Canton seemed to be a good location for a bypass, but now seeing all the land use obstacles on the map in that region, city officials would like to interface with park district, Spoon River College, prison, and airport officials to find a consensus on a corridor location/bypass of Canton.

6. Bushnell area comments:

a. If the blue corridor were to be the final corridor they would like to see the northern edge of the corridor used to better serve Bushnell.

7. Bartonville area comments:

a. Corridor C would serve Bartonville's economic development interests best, but village officials can see that Corridors A or B may be better for the entire region. However, they would prefer Corridor C from Bartonville to Canton and then Corridor B to Macomb.

8. Peoria area comments:

a. Use a combination of Corridor B from Macomb to Canton and then Corridor A from Canton to Peoria.

Meeting summary prepared by Robert Andrews, Project Engineer, URS Corporation

Page 2 of 3 07-07-03 minutes.doc

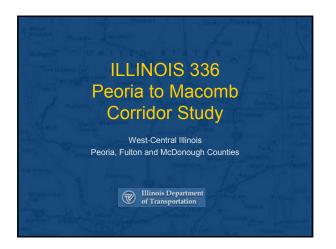
Illinois 336 Peoria to Macomb Corridor Study 7/07/03 Advisory Council Meeting Donaldson Center-Canton, IL

Sign-in Sheet

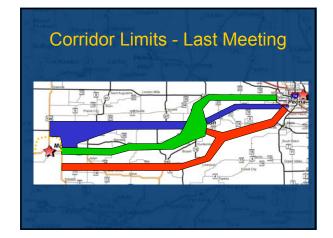
Name	Representing	E-mail Address
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Don Swartzbaugh	City of Bushnell	dswartzbaugh@bushnellbank.com
Doug Falk	City of Cuba	falk4@yahoo.com
Steve VanWinkle	City of Peoria	
Bruce Barrick	Cuba	
Bill Kuhn	Fulton County	fultonch@theramp.net
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Ted Harding	Peoria County Farm Bureau	
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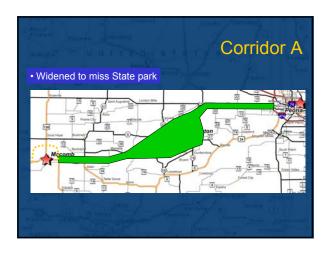
Page 3 of 3 07-07-03 minutes.doc



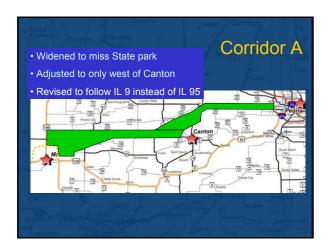


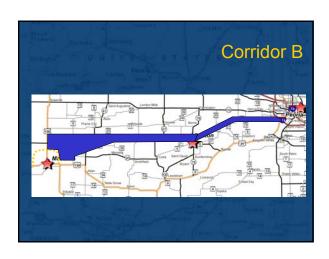


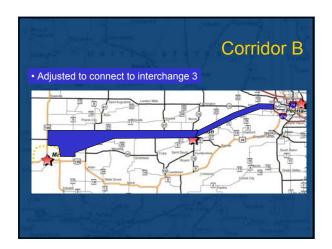




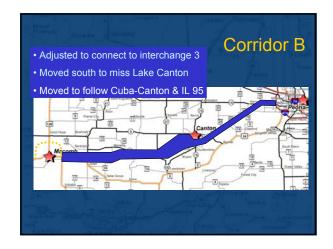




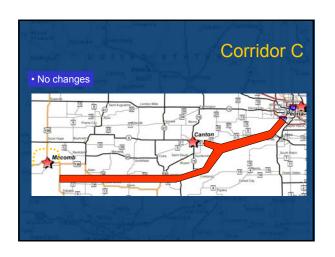


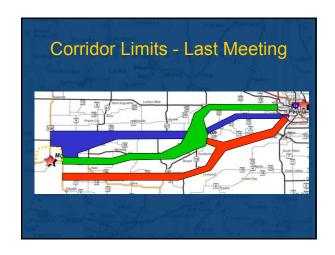


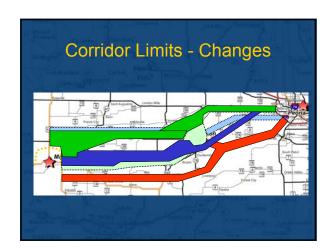


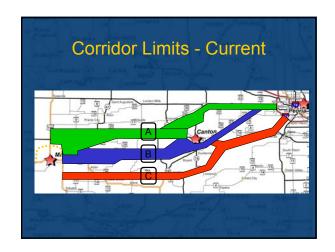












	Corridor Comparison Table		
	A – Green	B – Blue	C- Red
Length	57 miles	56 miles	61 miles
Const. Cost	\$410M to \$770M	\$530M to \$760M	\$800M to \$1,000M+
Agricultural	87%	67%	62%
Timbered	8%	23%	20%
Wetlands	2%	5%	8%
Stream X-ings	26	23	34
RR X-ings	3	4	4
Endangered	6	188 7	9
Parks	3	3	4
Traffic rating	8	6	4



